

PREMIER EVENT OF THE SEASON

Some of the Features of the Buffalo Grand Circuit Forlight Meet.

NOTABLE EQUINES PARTICIPATE

Largest and Best Convention of Trained Horseflesh in the History of the American Turf-The Track's Records and the Prospect of New Ones-Gossip About Racing in Which Numerous Scrantonians Are Interested.

The two weeks' grand circuit meeting now on in Buffalo is pronounced by experts the finest assemblage of horse flesh ever brought together at one track on the American continent. Some of its features have been noted from day to day in the telegraphic dispatches; but it will interest all horsemen to know more of the history of the Buffalo track. The track was thrown open in 1886. Then the fastest trotting record was 2:19, held by the little-bellied mare, Flora Temple, and during the Buffalo meeting that year the spectators went wild over seeing Dexter trot a mile under saddle, ridden by Budd Doble, in 2:18. The fastest time in harness during the meeting was also made by Dexter, who won the free-for-all, beating George M. Patchen, Jr., and Bolla Goldstut, the fastest being in 2:25. The next year Dexter was again the attraction of the Buffalo meeting, for he had two weeks previously reduced F. R. Temple's record of 2:19 to 2:17, and he was to make an attempt to lower that record. Old horsemen said that the feat was beyond the powers of the brown gelding, but under the guidance of Budd Doble, Dexter trotted a mile in 2:17, and the spectators believed they had seen a feat performed that they would never see equalled. Dexter's 2:17 remained the fastest time made over the Buffalo track until 1872, when it was just equaled by American Girl in the free-for-all, which was finally won by Lucy. In 1874 Goldsmith Maid reduced the track record to 2:15 and placed herself at the head of all trotters. The following year Lulu, driven by Charles Green, reduced the track record to 2:15, where it remained until 1878, when Karus, driven by John Ryan, reduced it to 2:13; and at the same time captured the world's trotting record. In 1881 Maid succeeded in reducing the track record to 2:10, where it remained until 1883 when Hulda placed it at 2:08. Not much account was taken of pacing records until the last few years, but in 1892, when in the famous race between Flying Jim and Robert J. the track record for pacers was placed at 2:09 by Robert J., the enthusiasm was unbounded. The day following Robert J.'s performance Hal Pointer reduced the track record to 2:08, and last year he again reduced it to 2:06.

The experiment of a two weeks' meeting had never been tried until last year, but it has proved so successful that it will doubtless become a fixed feature of future turf events. There are numerous advantages in a two-weeks' meet. One is the saving in expenses and another is the better purses that can be offered. For instance, at Buffalo this week, the entire purses list amounts to \$75,000, and among the purses are six of \$5,000 each, fifteen of \$2,000 each, seven of \$1,500 each, and six of \$1,000 each. These rich purses would be extremely attractive at any time, but this year, when a dollar looks as large to the average horseman as two usually look, it hardly to be wondered at that they have drawn an entry list which in numbers runs well up toward 500 and which contains the names of the fastest trotters and pacers of nearly every state in the union.

The first two days of the second week will contain no sensational features. On the third day of the second week, however, comes the special two-mile race between Nightingale and Greenlander. This race has been much talked about by horsemen in all parts of the country. On the same day that the two-mile race will be trotted, the free for all trot will be decided, and as the Village Farm filly, Fantasy, has been entered against Alix, Ryland T., Belle Vera and Phoebe Whelan, the race is likely to be one of the equal of which has never been witnessed over the Buffalo track. Alix and Ryland T. will be the most favored by betting men, but if the Chimera filly will right she will make a magnificent fight for the money. The 2:13 trot on the ninth day of the meeting will bring Azote, 2:09; David B, 2:12; William Penn, 2:12; and Eghorne, 2:12; Eiland, 2:11; and a score of other good ones together, and on the same day Robert J., 2:05; Mascot, 2:04; Saladin, 2:05; the Patchen, 2:10; and Online, 2:10, will do battle in the \$5,000 free for all pace. The tenth and closing day of the meeting will be characterized by three good races, one of which—the 2:12 pace—should be sensationally fast, and thus make a brilliant closing to what from present indications will be the greatest harness racing meeting ever held.

Already predictions are being freely made that the present turf season will be a tremendous record-breaker. In fact some phenomenal achievements are anticipated, before the snow flies. This general anticipation is the result in part of the steady improvement in breeding, in methods of training and in the quality of vehicles and tracks; and in part of the very pronounced recent rise in general interest in the track. We have seen abundant evidences of this here in Scranton; where horses and track performances have become approved themes of polite conversation in the ultra-swell circles; and this is only typical of the widespread growth in favor of racing among the people. Then, too, this year has witnessed numerous exciting turf events. Since the opening of the grand circuit in Saginaw on July 9, there has been a series of sensations. Erratic Flying Jim paced a sensational heat in 2:07 on the fourth day of the Saginaw meeting, and Fantasy (2:08), which the Buffalo Express pronounces the most formidable aspirant for the world's trotting record, lowered the track record of 2:11 to 2:09 with speed to spare. At Detroit the following week Lord Clinton created a sensation by equalling the Buffalo mare's performance, establishing a new record for gelding trotters. As August approaches and the mercury rises the sensations thicken. Lord Clinton only held his honors a few days, for at Cleveland the following week Ryland T. lowered the mark for geldings to 2:07; and Hamlin's Robert J. gave

GENERAL NEWS OF INDUSTRIES

On May 15, 1894, a disastrous fire visited No. 2 shaft of the Hillside Coal and Iron company in Forest City, destroying the engine house, fan house and boiler room and machinery. Since that time a large number of men have been busily engaged in the rebuilding of the plant which will be completed soon. The new plant consists of four separate buildings, namely, hoisting engine room, fan house, boiler room and a building for the electrical apparatus. The hoisting engine room is in size, 27 ft. by 31 ft., and contains a second motion engine from the Vulcan Iron Works, of Wilkes-Barre; size, 18 by 24, capable of hoisting a car of coal to the surface, a distance of 800 ft. W. X. Roser is the capable engineer. The fan house contains an excellent engine and fan and is complete in every detail. The boiler room contains a set of ten large boilers which supply the steam for the outside machinery and the steam engine in the mine. The size of this building is 33 by 30 ft. The electrical building will contain three electric generators and two high speed engines which will furnish the electricity for hoisting purposes in No. 2 shaft and the Forest City slope, and also for an electric pump in the shaft. At present but one engine and generator are in position, the engine being of 300-horsepower and making 175 revolutions per minute. The generator is of 55-horsepower. The two other generators and engine are expected in a short time. This building is forty-five feet square. James Jennings has charge of the machinery in the building. All of the above buildings are cooled and have matched floors, and are well lighted and built. The roof of each building has been covered with a preparation called rock ruff, and are fire-proof from any sparks. The fan house is also covered with galvanized sheet iron.

Each building is receiving a coat of white, and presents a neat appearance. The material is one of strength and durability. The general appearance of the building has been graded which adds greatly to the general appearance. J. F. Gallagher, the outside foreman, is of an inventive turn of mind, and has introduced a device which is very simple and automatic in its workings for the throwing out of position the "dogs" on the carriage as it reaches the top of the shaft, thus permitting the car to leave the carriage without any assistance. It is a great labor-saving contrivance for the headman. The "dogs" on the carriage are also of Mr. Gallagher's invention. Two cars of coal were hoisted on Saturday, and yesterday hoisting was done all day. So commences a plant as model and substantial and perhaps more so than any plant in the anthracite coal regions of this section. Great credit belongs to J. D. Carly, who has superintended the work so faithfully and well. J. F. Gallagher has been assisting the work in a thorough manner. John E. Free is the electrician and James Mayer chief machinist.

The Reading's coal tonnage, last week, 275,081 tons, was 40,005 tons greater than for the same week of last year. The total for the four weeks ended July 28 was 878,615 tons. This is equal to an average of 21,970 tons daily, and if the same average should hold good for the next few days not yet reported, the shipments for the month of July should have aggregated 971,747 tons, a decrease as compared with the preceding month, when they amounted to 1,247,997 tons, the heaviest movement in the history of the company, of 275,550 tons. For the year to July 25, inclusive, the Reading's tonnage aggregated 7,003,938 tons, against 5,317,207 tons for the corresponding period last year, a decrease of 909,629 tons. The recent increase reported by the company is proof to the Stockholder's mind that President Harris means that it shall have the percentage of production due to it.

The Back Mountain slope of the Girard Mammoth colliery, formerly known as the Cuyler colliery at R. ven Run, is to be worked again. The place was formerly owned by the Heaton Bros., but is now the property of the Reading Coal and Iron company. It has been filled with water for a number of years, but orders have been issued to have the water pumped out as soon as possible. The re-constructed Draper colliery is now said by those who know to be one of the best equipped breakers in Schuylkill county. The screens of the breaker are arranged in terrace fashion, and the water is made to fall bottom-center and continuing down to the broken, egg, stone, chestnut, pea and buckwheat down to rice coal. There is an additional screen for the dirt, bony, etc. The coal being thus prepared looks like so many gems when in the cars. The breaker is also provided with four tubular boilers of the Reading company's make and a large pair of engines are being erected to hoist out of the new Primrose slope, on the third lift. The slope is one of the finest in the country. The timber is of the best pine and in perfect position, every leg, collar and lagging showing skillful workmanship. The vein of coal is of the finest quality, averaging ten feet. While the breaker was idle pending repairs work was pushed in the fifth lift of the mine, and there is a 40-foot vein of the finest quality of coal waiting to be mined in that lift.

In view of the fact that a blast on Tuesday creased the coal in the bottom of the Maxwell shaft through to the Red Ash vein, the Wilkes-Barre Times prints the following interesting facts: The Lehigh and Wilkes-Barre Coal company began the sinking of the Maxwell shaft in September, 1893. Evans & Williams, of Pottsville, were the first contractors. They drove the shaft to the depth of 100 feet, the depth being reached in January, 1893, when they threw up the contract, and it was then given by the Lehigh and Wilkes-Barre Coal company to Davy & Wasley, who took up the work and they have been successful in sinking it to the basin. In July, 1893, the work was stopped by the coal company but resumed again on Oct. 20, of the same year. Since that time the work has been pushed vigorously. The work was divided into three eight-hour shifts of fifteen men each, including the topmen and engineer. The shaft is now sunk to the depth of 600 feet and has reached the basin. It is timbered 500 feet and will be timbered the full depth with heavy Georgia pine. The dimensions of the shaft are 57 by 14 feet, and two sets of four cages will be used to hoist, which two engines, one for the Red Ash and the other for the Baltimore vein, will be employed.

The engineers who did the hoisting during the sinking of the shaft were Ross, Bodine and Thomas Jenkins. The inside foreman of the hoist works is Samuel Morgan and the outside D. C. Tiffany, who for many years had charge of the outside works of the No. 9 colliery of the Lehigh and Wilkes-Barre Coal company at Sugar Notch. He considered a very able man in his position and well liked by the men. Mr. Morgan is also one of the most experienced of miners and what he doesn't know in the line isn't worth knowing. The building of the breaker was begun on Jan. 2, 1893 and what little remains to be done to complete it can be finished in three months. The height of immense structure is 170 feet, the front is 49 feet wide and has a depth of 120 feet. The rear part is 150 wide by 130 feet long, and the roof covering the whole slopes back to the rear, which is 72 feet high. The breaker, when in running order, will employ three hundred men and boys, and the additional new workings opened at the bottom of the shaft will employ 700 more, making a total of 1,000. The breaker has been frequently called the twin of the one built by the Lehigh and Wilkes-Barre Coal company at South Wilkes-Barre twenty years ago. It is certainly fine structure and reflects credit upon Contractor Tyrell. The shaft is the largest in the world.

Says the Record: The Jersey Central flyer, which leaves Wilkes-Barre daily at 1:35 for New York, Philadelphia, Long Beach and Ocean Grove, was unusually filled with passengers yesterday afternoon. The parlor car was filled with Scrantonians, and many of the Central's Wilkes-Barre patrons could not find seats and were forced in the regular day cars. Peter Carroll, the baggage agent, checked ninety-three pieces of baggage for Ocean Grove and the Jersey Central. It is reported a special baggage car to carry the tons of trunks. From Philadelphia to New York the famous World's fair engine, "450", with its 6 feet, 8 inch drive wheels, snatches the train at an easy sixty mile gait across the state of New Jersey. The run from Wilkes-Barre to Ocean Grove is made in five hours and fifty minutes.

Superintendent Robert Pitcairn, of the Pennsylvania company, at Pittsburg, thus disposes of the stories constantly sent out regarding proposed extensions of the Beech Creek railroad to Pittsburg, giving the Vanderbilts another through line to the west. "Why should the Vanderbilts like the goods that is laying their golden eggs?" the Pittsburg, McKeesport and Youghiogheny is the best paying road in the Vanderbilt system. The Pennsylvania railroad has a contract with the Beech Creek which is more profitable to its management than an extension of its line to Pittsburg, or to the Lakes would be, and I guess those conditions will shut out that particular paper railroad."

The statements of shipments of anthracite coal (approximated), as prepared by the bureau of anthracite coal statistics, for the week ended July 28, show a decrease over the corresponding week last year of 131,475 tons. For the second week in succession the Schuylkill region leads, with an increase of 60,706 tons, while the increase from the Wyoming region was 53,322 tons, and from the Lehigh region 17,446 tons. The aggregate shipment for the week were 838,223 tons, against 881,073 tons for the preceding week, 935,097 tons the second week of July, and 827,699 tons the first week; the total for the four weeks was, therefore, 3,427,085. As there were two days more (not reported) in the month in which the collieries could be worked, the production will be about the allotment—3,500,000 tons. The question which disturbs the minds of coal men, according to the Stockholder, is, Where did all this coal go? It was not sold, certainly; in fact, it is estimated that only one quarter of the total was disposed of, and at the present time the tide-water markets are reported bare of orders. If the storage yards were over-stocked with coal, it would disturb the minds of coal men, according to the Stockholder, is, Where did all this coal go? It was not sold, certainly; in fact, it is estimated that only one quarter of the total was disposed of, and at the present time the tide-water markets are reported bare of orders. If the storage yards were over-stocked with coal, it would disturb the minds of coal men, according to the Stockholder, is, Where did all this coal go? It was not sold, certainly; in fact, it is estimated that only one quarter of the total was disposed of, and at the present time the tide-water markets are reported bare of orders. If the storage yards were over-stocked with coal, it would disturb the minds of coal men, according to the Stockholder, is, Where did all this coal go? 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